LONDON AND PARIS NEWS.

POLITICS AND SOCIETY.

GLADSTONE ACRIEVES MASTERLY SUCCESS IN HIS REVENUE SCHEME-MILE. BERNHARDT COMING

TO AMERICA -- SOCIAL AFFAIRS IN FRANCE. In his cable dispatch the London correspondent of THE TRIBUNE states that Mr. Gladstone's new revenue scheme meets with general approval. It conciliates the farmers, and deprives the Tories of some political capital. The new French Ambassador is regarded with disfavor in London. Mlle. Bernhardt has signed her American contract. She receives liberal terms. Modjeska is playing to large aupiences. General Garfield's nomination was a surprise to Americans in Paris. Admiral Maxse is making arrangements for translating Pelletan's work on the atrocities committed by the French troops at the close of the civil war. 'An effort will be made next month to settle the amnesty question in France by pardoning the extled Communists. Luncheon parties in country houses near Paris are now

LEADING TOPICS IN LONDON.

MR. GLADSTONE'S REVENUE SCHEME RECEIVED WITH APPROVAL-DISPLEASURE MANIFESTED WITH THE NEW FRENCH AMBASSADOR-THE DRAMATIC WORLD.

(BY CABLE TO THE TRIBUNE.) LONDON, Saturday, June 12, 1880.

Mr. Gladstone's supplementary budget constitutes the great political event of the day. Everybody, Mr. Greenwood, of The St. James Gazette, excepted, admits the extraordinary ingenuity displayed in the new financial proposals. Every essential feature in the scheme surprised alike the Liberals and Tories. The secret was perfectly kept, Cabinet Ministers themselves being hardly aware of Mr. Gladstone's intentions till the eve of the delivery of his speech. It was supposed hitherto that the negotiations with France for the reduction of the wine duties had failed, and the French Tories alleged this failure to be the real reasons for M. Say's resignation as Ambassador. Nobody dreamed that Mr. Gladstone contemplated to abolish the mult tax. This tax has been for a generation one of the chief grievances of the farmers. The Tories, always assuming the attitude of the farmers' friends, repeatedly promised to abolish or modify the tax, but never found a financier in their own ranks capable of dealing with the question, which involves an immediate loss to the revenue of over £1,000,000. Hence Mr. Gladstone's bold project destroys at one stroke a large share of the Tory political capital, insures large accessions to the Liberal party from the farmers, and encourages agriculturists at a moment of the deepest depression. The brewers are equally delighted because they will be relieved of much vexations interference. The business classes who pay income tax will endure the additional penny cheerfully, confident that the burden is only temporary. The country generally relies implicitly on Mr. Gladstone's financial genius to equalize the tiscal impositions next year. Beerdrinkers hai! the prospect of cheaper and better

This brilliant success distracts attention mon tarrly from various intestine troubles in the Liberal party; even Mr. Bradlaugh is forgotten. A leading Tory being asked, before the budget, what would

AN ATTACK ON THE GAME LAWS.

most interest Parliament after the Bradlaugh case was settled, replied: "How can you ask? Hares and rabbits, of course." This meant that the Tories connted on arousing landlord hostility to the game law proposals. There were numerous signs of discontent among the Liberals themselves; the Duke et Westminster, aithough a member of the Government, fomenting opposition. Sir William Hardcourt's speech failed to conciliate the opponents of the bill, and is considered needlessly arrogant, since it warms the landlords that they must accept this measure lest worse befall them, Numerous Liberals believe that it is possible to frame a bill to protect the farmer against damage without depriving the landlord of amusement. The present bill has no thance of passing in the House of Lords.

The defeat of General Grant excited the utmost astonishment here, The Times's Philadelphia correspondent having thoroughly misled the English public. The Times itself editorially proclaimed that Grant was inevitable. It discussed the subject durlog the early days of the Convention in articles bristling with incredible binnders, but observed absolute silence after General Garfield's nomination. General Garfield is nuknown bere, where American politicians, a few excepted, are seldom heard of. But after the publication of some scanty information, the nomination was well received. Thoughtful English friends of America rejoice heartily over General Grant's disappearance from the scene as a

OBJECTIONS TO THE NEW FRENCH MINISTER. Challemel-Lacour's appointment as French Ambassador to London is very coldly received in royal circles and by society generally. Nobody questions Lacour's diplomatic ability, but various personal and political reasons contribute to his unpopularity. When he was suggested previously for the mission to Berlin, the King and Bismarck both objected to the appointment-the King because of Lacour's want of social standing, and Bismarck because of his political antecedents. Bismarck said, when Lacour's name was mentioned, "Je le croyais déja !nsille." It is reported that the Queen urged Lord Granville to cause President Grévy to understand, unofficially, that Lacour is unacceptable, though declining to refuse to receive him. Society regards the French Embassy in London as an important social centre, and objects to Lacour because he is unmarried, devold of social qualities, and incapable of keeping up the traditional brilliancy of the Embassy. Private scandals cluster about his name. Gambetta, with whom Lacour is intimately connected politically, overruled all objections and insisted upon the appointment. Society revenges itself by remarking brutally that it hopes Lacour will

not establish his mistress at the Embassy. GLADSTONE COMPLIMENTS BERNHARDT. Although most of the fashionable world was at ascot until Friday, yet the opera houses and the best theatres continued to be thronged. Modjeska draws full houses, and is still playing in " Heart'sease." A medification of the programme of French plays has become necessary, all efforts to induce M. Coquelin to keep his engagement having failed because of M. Perrin's refusal to allow him to come to London while Sarah Bernhardt is playing. Many

subscribers, availing themselves of Mr. Hollingshead's honorable proposal, have returned their seats, which, owing to Mlle. Bernhardt's success in "Frou Frou," were immediately resold. The Gaiety Theatre is filled nightly, notwithstanding M. Coquelin's secession. Mr. Gladstone was present on Wednesday at the performance of "Phédre," by way of preparation for his budget speech on Thursday, occupying the Prince of Wales's box with his wife and friends. He watched the play throughout with the eagerness of a schoolboy, and the next morning sent Mile. Bernhardt a letter expressing the pleasure and admiration with which he witnessed the performance. The friends with him remarked that Mr. Gladstone cannot amuse himself even with playgoing, and that his apparent eagerness was meant for critical attention. He discussed the play when it was over with complete knowledge of the ments of the piece and the acting. Mlle. Bernhardt appeared on Thursday in a new piece, "Jean Marie," a slight but charming play. On Wednesday she completed her engagement with Manager Abbey for America. Her first performance will be at Booth's Theatre in November. She is guaranteed \$500 nightly, one-third of the gross receipts. all her travelling expenses, \$200 weekly, and other expenses. Mr. Abbey has gone to Paris to complete arrangements with other actors. The whole troupe will sail about the end of October. M. Coquelin is expected here next month, M. Per-

GOSSIP IN PARIS.

selled a coup d'état.

DEATH OF GENERAL AYMARD-PELLETAU'S HISTOR-ICAL WORK TO BE TRANSLATED-AMERICANS SURPRISED BY GARFIELD'S NOMINATION-THE

[BY CABLE TO THE TRIBUNE.] Pasis, Saturday, June 12, 1880. General Aymard, Governor of Paris, died yester day. He was a brave and upright soldier. In 1878 he helped to dissuade MacMahon from following the advice of the Reactionists when they coun

PRINCE NAPOLEON'S HEALTH. L'Ordre demes the report that Prince Napoleon is dying of heart disease and diabetes. If he is not dying he certainly suffers from these maladies. It would be better for the Republic that he should live than that Victor, his son, with respectable Clotilde, should head the Imperialists. PELLETAN'S HISTORICAL WORK TO BE PRINTED IN

The English Admiral Maxse is here negotiating for the right to translate into and publish in English Pelletau's bloody work on the atrocities committed at the end of the civil war by Versaillist troops and drumbead courts-martial. Admiral Maxse's sympathies are with the Republicans. This honesthearted seaman, whose gallant conduct as side-de camp to Sir Edmund Lyons, brought him to the front in Crimea, is a man of strong democratic con victions. He is an intimate friend of Victor Hugo and Louis Blanc. He will not spare his purse in circulating Pelletan's too true history.

GARFIELD'S NOMINATION A SURPRISE. General Garfield's good fortune at the Chicago Convention surprised the American colony. Only a few of the members know much about him. One of the few is W. J. Flagg, the author of " Woman the Strongest" and "A Year in European Vineyards," who was Garfield's colleague in the Ohio Legislature, Although a Democrat, Mr. Flagg speaks very highly of General Garfield. The Republican journals congratulate the Americans on Garfield's success. M. Vacquerie, in a clever artiele in L'Rappel, expresses Victor Hugo's feeling on the Chicago vote. The poet never pardoned Grant's friendliness for Prussia during the Winter siege of Paris. M. Vacquerie shows his ignorance of American history in speaking of General Grant as the

only military President of the United States. AN ATTEMET TO SETTLE THE AMNESTY QUESTION. An attempt will be made on the occasion of the National festival (July 14) to settle the amnesty stion by pardoning the exiled Communists. This concession will not be enough to prevent dissatisfaction, and will not wipe out the sentence on Rochefort, so far as deprivation of civil and politi-

BARON SELLIERE AND HIS BRIDE TAKEN BY SUR-PRISE.

Luncheons in country chateaux within easy distance of Paris are now fashionable. Princess Sagan ecently chartered a special train, hired a musical band, and with fitty friends and hampers full of luxurious viands ran down to Mello to surprise Baron Selliere and his bride, who are soon to start on a tour around the world. THE FAVORITE OF THE EMPRESS OF AUSTRIA-

The circus rider Elise is now the favorite of the town. She shows behind the scenes a letter from the Empresa of Austria inviting her to accompany her Majesty in Ireland during the next hunting sea son. The Imperial Elizabeth lavishes on Elise endearing terms in this letter.

GENERAL FOREIGN NEWS.

FAILURES IN ENGLAND.

LONDON, Saturday, June 12, 1880. The News, in its financial article this morning, discusses the failure of Messrs. Horsley, Palmer, Stirling & Co., East India merchants, which was aucounced yesterday. It says: "Excessive speculation in iron by persons in no way concerned in that trade ave at last ended in a way more or less auticipated ever since prices fell so heavily. Nobody of standing is night to be implicated with the firm, and accordingly the failure has had very slight effect on the money

The failures of Charles J. Church, broker in the Eng-ish railway market, and Edward Smith, jr., a jobber, with large secounts in Egyptian securities and some Ancrican railways, were declared in the Stock Ex-

American railways, were declared in the Stock Ex-change to-day.

Edward Smith drew cheques yesterday on the Bank of England amounting to about £175,000 to meet his ac-counts. The cheques were presented in bulk, when the bank, finding that the total amount exceeded Smith's deposit by some thousands, refused to pay them. Herbert Siaw, tea and coffee merchant, of Manchester, has failed. His habilities are placed at £70,000.

THE COURBET FINE OF 300,000 FRANCS. Paris, Saturday, June 12, 1880. Mile, Juliette Courbet, sister of Gustave Courbet, the French painter and revolutionist, and le-Courbet, the French panter and revolutions, and the gally his sole heir, has come to Paris to try to negotiate a compromise about t e 300,000 franes that M. Courbet was condemned to pay for pulling down the Columb of the Place Vendome. The cours allowed thirty years time in which to pay. Mile, Courbet is willing to pay one-third down for a receipt in full. She promises to devote the surplus to five art prizes. If the offer is not accepted the Treasury may get nothing.

FAILURE IN THE IRON TRADE. LONDON, Saturday, June 12, 1880.

Messrs. Horsley. Palmer, Stirling & Co., East India merchants, No. 7912 Grace Church-st., E. C., have failed, with liabilities stated at £70,000, owing to excessive speculations in iron.

AN ALBANIAN OUTRAGE.

LONDON, Saturday, June 12, 1880. The Daily News's Vienna dispatch says a telegram from Valona, Albania, reports that Lloyde Agency there has been undermined and blown up. The director and an official were severely wounded. The building was partly destroyed. The originators of the outrage are unknown.

FOREIGN NOTES.

LONDON, Saturday, June 12, 1880.

Mr. P. Lorillard's Parole did not run in the race for the Wokingham Stakes at Ascot Heath yesterday as previ-

It is believed that a general amnesty will be proa recent decree of the Chamber of Deputies, is now fixed for the 14th of July—the anniversary of the taking of the Bastile—instead of the 15th of August, the imperial fête day. claimed in France on the National Fête Day, which, by

The hearing of the appeal in the case of the Tiehborne

The Prince and Princess of Wales, members of the Diplomatic Corps, and other notabilities are expected to attend the reception of the King of Greece at Guildhall on Wednesday next.

The Emperor of Germany will leave Berlin on the 17th inst. He will visit the Dusseldorf Industry and Arts Exhibition on the 18th. Thence he will proceed on his usual four to Eus, Winsbaden, Gastein and Widbad. The Sportsman says that Frederick Archer, the ockey, has abandoned his proposed trip to the United

The resignation of Paul de Cassagnae as a member of

the Chamber of Deputies 18 because of the divisions in the Bonapartist party.

Mr. Goschen, the British Ambassador, has asked Colonels Baker, Sy go, Blount and Shuldham to draw up a report on the reorganization of the Turkish Gend-armerie, and Mr. Gosobeu will recommend the Porte to take the measures which these officers may suggest.

The Marquis of Hurtington says that no orders have oeen given for the immediate evacuation of Cabul, or its vacuation by a certain date.

President Grévy has signed the appointments of MM.

Challemel-Lacour as Ambassador to London and Em-manuel Arago as Ambassador to Switzerland.

M. Jules Ferry, Minister of Public Instruction and Fine Arts, has appointed Messrs. Gaston L. Feuardent and H. de Morgan, of New-York, agents of the French Government for the United States, to facilitate scientific expeditions and effect exchanges with American muse-

The St. Petersburg Rereg, pursuing its plan of counter acting Ninilism by openly exposing its nims, published the programme of the Russian Jewish Socialists, which lectares that the Russian system of government caunot be reformed, and must therefore be destroyed. Their present tactics, however, consist of quietly disseminat-ing their views.

Pirates are threatening the Island of Kalymno, Asia

Minor. They have ravaged several adjacent villages. The French Chamber of Deputies has rejected a motion for the conversion of the 5 per cent routes, in consequence of the appeal of M. Mangin, Minister of Finance, that the Government be left full liberty to decide when the conversion will be most convenient.

The conference in Madrid to determine the status of

oreigners in Morocco is at a dead lock over the ques on of the right of protection to foreigners which may Colonel Gordon (Gordon Pacha) has left Bombay fo

orces from Herat toward Candahar has collapsed. The Amnesty question was to-day again considered in Cabinet council at Paris. The question has already

been settled in principle and a bill will be drawn up and considered at a council to-morrow.

Paris, June 12.—The French Government, to oblige the Emperor of Germany, has refused to authorize the sale of the Freuch translation of "The Political Comedy of Europe" at the railway stations.

THE LEADVILLE STRIKE.

GREAT EXCITEMENT-BUSINESS HOUSES CLOSED-

DENVER, Col., June 12.—Advices from Lead-ville to-day state that at 10 o'clock this morning all the fire bells tolled as a signal for closing all places of busi ness according to the agreement of yesterday. mpanies of 100 men each, armed with Winchester ri files, formed, and this afternoon 1,500 citizens, two dies, formed, and this affernoon 1,500 citizens, two-hirds of whom were armed, paraded the streets. Five huncred strikers were collected in front of The Chroni-de office. Monney, their leader, told them to go home and behave like men. A few moments later, the Sheriff arrested Monney without resistance and he is now in sit. On the return of the citizens' procession post The Chronicie Office the strikers dispersed. The wildest ex-sitement prevails, but no blood was shed up to 4 o'clock, matches hereal opinion is that there will be no serious collision. Licutemant-Governor Faber and others, how-ver, express great fear. ever, express great fear.

THE SERVICES AT OCEAN GROVE.

OCEAN GROVE, N. J., June 12 .- The follow-

July 5-Celebration of the 104th anniversary of Amer. enn independence. July 15 to 18, inclusive-Woman's Christian Temperance Union. July 21 to 25, melusive Jubilee of sacred song. July 31-Ocean Grove anniver sary. August 3 to 8—Six days' Itible reading. August 9 and 10—National Women's Caristian Temperance Union. August 12—Pennington Seminary day. August 13 and 14—Women's Foreign Missionary Council. August 13 and to-26 inclusive—annual camp meetus. Accommodations are 6-mg made for 15,000 people during the camp incerior.

CENSURING GENERAL HATCH.

SAN FRANCISCO, June 12 .- A Tucson, Arizona, dispatch says that at a mass meeting of the citizens of Grant County, N. M., held on Monday night at Silver City, resolutions severely censuring General Hatch

THE SOCIETY OF FRIENDS' MEETING.

ng of the New-England Society of Friends began is this city to-morrow morning with William O. Newhall, of Lynn, Mass, Secretary. A large number of Friends have already arrived and were present at the National neeting last evening, when Luke Woodward, of New-fork, and John Henry Douglas, of Indiana, made str-

Sr. Louis, June 12.-Charles A. Hill, a lawyer of this city, was arrested in his office at No. 610 Pine-st., yesterday, on a charge of counterfeiting and uttering false money. When the officers entered his office, he was found manipulating dollar

NEW PLEASURE GROUNDS.

ALBANY, June 12 .- Herman Edling, August Strasburg, John Rotherwell and others, have filed preiminary articles incorporating the Turtle Bay Park As sociation. The object is to earry on a park hotel and pleasure grounds on First-ave., between Forty-third and Forty-fourth-sts., New-York.

THE OREGON LEGISLATURE.

SAN FRANCISCO, June 12 .- A Portland, Oregon, dispatch says: The latest election reports in-dicate that the Senate will stand 16 Republicans and 24 Democrats, and the House 37 Republicans to 23 Democrats, with more than an even chance that the Republi-cans will have 17 Republicans in the Senate and 39 in the Lower House.

A FATAL RUNAWAY ACCIDENT.

BIRMINGHAM, N. J., June 12 .- While S. P. planting and wife were out riding in an open carriage terday afternoon near Sandy Run their team became frightened by some object lying in the road and ran away. Both occupants were thrown violently to the ground and Mrs. Spinning received injuries that are

THE GRAND ARMY ENCAMPMENT.

BORDENTOWN, N. J., June 12.-General orders from the headquarters of the New Jersey Grand Army of the Republic fix August 20 to September 29 for the encampment at Bonaparte Park, in this city.

VISITORS AT THE MUSEUM OF ART. The number of visitors at the Metropolitan Mu-seum of Art during the past week were as follows:
 June 7, pay day
 99
 June 11
 10.320

 June 8, pay day
 134
 June 12
 12.531

 June 9
 9.137

 June 10
 200
 Total for the week, 41,241

CRIMES AND CASUALTIES-BY TELEGRAPH

HANGED FOR MURDER.

GALVESTON, Tex., June 12.—Henry Quailes, a negro barber, was hanged at Houseon vesterday, in the jail vard, for the murder of his wife on June 7, 1879. The execution was private.

tion was private.

A BRIG WRECKED.

Halifax, N. S., June 12.—A dispatch from the Magdalin Islands says that the British brig Congress ran on Collimbine Reef, off Coffin Island. The crew was saved but the vessel and cargo are a total loss. the vessel and cargo are a total loss.

GUILTY OF SETTING A SHIP ON FIRE.

NEW-ORLEANS, June 12.—Samuel Simonds, the saller of the Iron Cross, charged with being accessory to burning the cotton on that vessel, and who had testified against Johnson to-day, pleaded guilty, and was remanded for sentence.

b.
PUNISHED FOR ASSAULTING REPORTERS.
KW-ORLEANS, June 12.—Ex-police officers
A. Boyard, who brutally assaulted the newspaper
ers in April last, having pleaded guilty to assault, a
ly sentenced to a fine of \$50 each and three mouths in

Parish prison.

FATAL ENCOUNTER WITH TRAMPS.

CHICAGO. June 12.—A -pecial dispatch to The Tisses from Pera Ind., says one of a party of tramps attempted to assault a young gif resteriay, and later, when City Maransi Pierce and a posse went to arrest the offender, the tramps threatened to shoot. Pierce shot one of the tramps dead, and afterwards four of them were captured.

A TERRIBLE WRECK.

A COLLISION IN LONG ISLAND SOUND. HE GREAT STRAMBOAT NARRAGANSETT SUNK IN A FOG BY A SISTER BOAT OF THE SAME LINE-ABOUT THIRTY LIVES LOST-THE STEAMER CITY

OF NEW-YORK COMES TO THE RESCUE.

The great steamer Narragansett, running from this city to Stonington, has been run into by the steamer Stonington, of the same line, near the mouth of the Connecticut River, and sunk. The accident took place about 12 o'clock on Friday night. A heavy fog rested on the water at the time, and the steamers did not sight each other until too late to prevent the accident. The side of the Narragansett was crushed in and the boilers and furnaces upset. The boat took fire and burned furiously, but soon sunk, leaving the water full of struggling people, who were left to save themselves as best they could in total darkness. The Stonington and the City of New-York (the latter coming up just after the accident), lowered their boats and saved nearly

the people on the wrecked boat, THE BURNING OF THE NARRAGANSETT. THE GREAT STEAMER SMASHED IN BY THE STONING TON-FIRE COMPLETES HER DESTRUCTION-WILD SCENES-A GREAT STRUGGLE FOR LIFE.

all the passengers. The loss of life is not ex-

actly known, but is believed to be about thirty.

The stories of the survivors show that the

accident was full of horror and suffering to

[BY TELEGRAPH TO THE TRIBUNE.] STONINGTON, June 12 .- A terrible accident, result ng in a great loss of life, happened at about 11:40 ast night to the steamer Narragausett of the Ston ngton Line, which was run into by the Stonington of the same line, about three miles west of the Cornfield Point light-boat. The Narragansett imnediately took fire. No definite information can be obtained here of the loss of life.

The Narragansett left her pier in New-York at 5 'clock last evening, with a good load of passengers. The company's officers here say that there were about 300 on board; the passengers say that there were between 350 and staterooms and berths were full, and when the teamer got in the Sound cots were spread on the floor. The boat was commanded by Captain Young, and the crew numbered about sixty men Captain Young was regularly employed as the first pilot on the Narragansett, and had taken the place of Captain Walden, who had been called away to lence and Stonington Lines for over twenty-five years, and is the captain of one of the Winter freight-boats on the Stonington Line. All went well until about 11:40. At this time the beds had been spread in the saloon, and the greater part of the passengers had gone to bed. The steamer was heading about northeast. Suddenly the whistle began to blow vigorously. This continned for several minutes and was noticed by many of these on board. Suddenly a crash came. Th steamer had been struck forward of the wheel on starboard and a huge chasm was made in her side. The blow, singularly enough, was not severely felt, except by those in the immediate vicinity, and many thought that a schooner had been run into, but a glance showed the extent of the calamity. The blow put out the light, on board, and the confusion was increased by the darkness. The scenes that folowed baffle description. Men and women rushed half dressed from their staterooms crying for lifepreservers. Almost immediately following the colsion smoke was smelled. The darkness, however, in the saloon was still dense. One or two men only were cool. One negro went up and down the saloon trying to calm the frightened women and children "There is no danger; all is safe; keep quiet!" he cried. "The bear's on fire!" was the terrible reply. It ain't! It ain't!" eried the negro. But a man prictly whispered that the boat was on fire, and he et to work manfully to help the women and

As the flames were seen coming nu from the vicin ity of the furnaces the excitement reached a fever heat. Men, women and children rushed frantically around begging for life-preservers. Many people did not know how to put them on, and in several cases the straps were found to be broken or want ing altogether. Many persons rushed to the hurricane deck, and there a terrible scene was before them. The flames were rushing up through the hurricane deck, lighting up the water all around. A half or three-quarters of a mile away lay the Stoningion, helpless also; she had been disabled by the collision. People thought she was going to leave them to their fate. "Come back!" "Come back! they shouted wildly. The steamer, which had keeled over to port when struck, began to sink gradually, and all prepared to jump into the water.

Men bussed themselves in tying the life preservers around the women. The passengers say that no officers were to be seen. The pilot-house was deserted. A rush was made for the boats. They were tightly tied, but were finally unloosed. The first boat that was lannehed was capsized. It was full of people. In some of the boats the plugs were out, and men cut open life-preservers and made plugs of the cork. The second boat had to be pushed off, the passengers working as best they could. Then the boat on the quarter-deck was tilled with women and children, but the davits were rusty and would not work. The people were helped quickly out, and it was finally let down and then filled. The dismay was increased when it was found that there were no oars in the boat and the ropes were in confusion. The boat floated away, but soon drifted back to the burning steamer. There was great danger that it would be drawn down in the suction if the steamer should sink, and with a board and their hats the men finally got it in a safe position.

THE WORK OF RESCUE. gradually, and all prepared to jump into the water.

THE WORK OF RESCUE. Meanwhile three women who had jumped overboard had been picked up. An old woman who had on a life preserver was also found. She had upon her breast a babe whose mother had been drowned. The flames had now gained great headway and had driven many into the water.

The scenes on the steamer were heartrending According to one of the passengers the Captain had on a life-preserver, and refused to give it to a woman, who with her husband pleaded for it. According to another, the officers had all disappeared and the crew were worse than useless. They jumped into the water, t is said, like a flock of sheep. Haste was made to lower the boats and provide

rafts, but the half frenzied men and women would brook no delay and ran wildly hither and thither. Many sprang overboard and swaur or floated about close to the sinking craft and made their presence known by dispairing cries for help.

The Narragansett was provided with seven me tallic life-boats and three patent rafts. The Stoningtou had an equal number, and the City of New-York, of the New-London and New-York Line bound for New-York, and which was attracted to the scene of the disaster by the signals of distress, had eight life-boats and two rafts. All this lifesaving apparatus was at once put into use.

Before the first boat-load had been recovered ire was seen breaking through the main deck of the Narragansett, and in a very brief space of time thereafter the whole lower deck was one sheet of ame. The scene was one of indescribable terror. The cries of terror and distress were agonizing. As fast as they could be launched, the boats and rafts were filled with passengers taken from the ill-fated steamer or picked up in the water around it, and they were transferred to the steamers New-York and Stonington.

minutes after the callision she sunk. Cruising was continued for some time afterward, but none were found affoat. The New-York proceeded to New-York and the Stonington returned to Stonington,

SCENES IN STONINGTON.

THE TOWN AROUSED BY THE CALAMITY-THE RES-CUED PROVIDED FOR-AN OUTBURST OF SYM-IBY TELEGRAPH TO THE TRIBUNE.

STONINGTON, June 12 .- Some one of the early isers in this village spread the intelligence at 6:30 o'clock this morning that the steamer Stonington was coming in the harbor with her bow stove in. A general and immediate excitement followed, and people began to gather at the depot of the New-York, Providence and Boston Railroad. When the Stonington reached her usual landing, a crowd, including many ladies. was gathered there eager to hear what had gone amiss. The excitement became intense when it was learned that the Stonington had come in collision during the night with the Narragansett; that the latter vessel was sunk, and that there had probably been a distressing loss of life. Public sympathy was appealed to in behalf of more than fifty passengers of the Narragansett who had been picked up by the boats of the Stopington in a half-clothed or naked condition. The response was immediate and general, and in half an hour all the rescued people were comfortably clothed. The ladies of Stonington entered into generous rivalry in the work of caring for the exhausted female passengers, several of whom were in a dangerous condition from fright and fatigue. Steps were taken to forward the passengers as quickly as possible, and at 9 o'clock . m. a'special train was sent east, while a passage

New-York. This evening, G. F. Ward, the purchasing agent and assistant-superintendent of the New-York, Providence and Boston Railroad, said to a reporter of THE TRIBUNE: "I cannot tell anything about the accident, more than to say that in a heavy fog and thunder storm the two vessels came together about midnight. We have been so much occupied ablut midnight. We have been so much occupied all day in looking after the rescued passengers that we had no opportunity to inquire of the officers to whom blame should attach, if to anybody. I came to the office at 4:30 a. m., when I learned that the Narragansett had not arrived, and when the Stonington came in, I ordered wrecking parties from New-York and New-London to the scene of the accident, and sent the propeller Electra from this place to look out for passengers. Everything was done for the comfort of the rescued passengers that could be done, and they were sent to their destinations without expense. It is not known here how many passengers were on the Narragansett or how many were lost. A partial list of the passengers brought to Stonington was taken by the clerk of the vessel, but he carried it with him to New-York. The conductors of the trains sent from here were telegraphed to take lists of the passengers' names, but their his cannot be obtained until to-morrow." It is known here to-night that twelve bodies have been recovered, six of which were brought to Stonington and six taken to Niantic. Of those brought into Stonington two were pieked up by the Stonington's boats, one by the Electra, and three by the tug A. E. Burnside. Vessels belonging to the Luce Brothers picked up the bodies that were taken to Niantic. One body has been identified as a Mrs. Checks, of Boston, Of her, other passengers state that in the saloon of the Narragansett last night she had in her company a little girl. She was in great mental discress and told the passengers that the child had that day, in a New-York street-car, lost her satchel containing over six bundred dollars in money and checks. She was picked up still alive but died on the Stonington, from fright and mental trouble. all day in looking after the rescued passengers that

to points west and south was given to all who

wished it. About 5 p. m. the Stonington left for

SOME OF THE DEAD DESCRIBED. Dr. G. S. Currie gives the following description of ther bodies:

other bodies:

2. Man age from forty-five to fifty; five feet eight inches high with gray hair andmoustache; pearl sleeve buttens with monogram "B"; deep sear on right cheek in shape a fern leaf; dark complexion.

3. Unknown man; age about thirly-five years; five feet eight inches high; sandy complexion; red whiskers and monstache; silver aunting-case watch; stateroom key No. 109; a sin of paper with rame of J. J. Riley on one side and reverse writing in Italian; light woollen

k tronsers and waistcoat.

Man age forty to lorty-five; full, beavy and very
Man age forty to lorty-five; pull, beavy and very

dark heard; lefters on person—one addressed to the Rev. C. E. Peake, Dover, Del., and others addressed to same person at No. 3,475 Sanson-st., Palladesphia. 5. Boy, four to five, years, very dark hair, blue skirt and linen oversack; a well dressed and beautiful child; white, red and black ols forchead.

6 The Rev. E. B. Lockwood, of the Sixty-eighth treet Methodist Episcopal Church, New-York. Mr. Jockwood intended to preach in Boston to-morrow. On the nody was a life-preserver properly adjusted, and he probably died of exhaustion or shock. The body was

The bodies carried into Niantic are described as

follows: 1. A man about forty-five years an old black sur f ciothes sleeve buttons hare and dog on one; no marks.

2. A girl about nine years old red dress.

3. A lady supposed to be Mrs, William Stevens of loboken, N. J.

Joboken, N. J.
4. Giri five years old blue flannel sacque trimmed
rith white braid, black stockings red top; button gaiters.
5. F. J. Horton, of Attlebore. Mass.
6. Lady, named J. K. Little, locality not known. Of the missing little appears to be known here Mrs. Eliza Round, of Taunton, Mass., and her young son were saved. Mrs. Round reports as missing her husband, L. E. Round, her son Walter, and her brother W. H. Wood, his wife and daughter. Gilbert H. Checseboro of Stonington, fireman on the Narragansett, is thought to have been lost. He was in the furnace room. A companion escaped and reported that the freight came down and crushed Cheeseboro.

A Mrs. Palmer, of Boston, who had been married but a few weeks started from New-York with her husband. On the boat they had about \$3,000 worth of furniture and fixings for a new house. The furniture was lost, and Mrs. Palmer was separated from her husband. She knew nothing of him, and though dangerously sick from prostration, per sisted in going on to Boston. A Mrs. Randall, of Brooklyn, had several children with her, of these two are missing.

The passengers agreed in saving that the officers of the Narragansett did all in their power to prevent a panic and to avert a disaster. E. Otis, of Brooklyn, told me that he was on his way to Rhode Island to Provide Summer quarters for his family. He had intended taking his young son with him, but the child fell sick and was left at home. Reaching the hoat late, he could not get a stateroom and slept in a cabin berth.

Some passengers say that the force of the cellistor

Some passengers say that the force of the collision turned the fire-box over, and this caused the fire. These passengers said that some of the hights burned for some minutes, which could not have been the case had the tank been exploded. The Stonington was very little damaged, as her bow was not stove in below the water line.

As he was passing out from the saloon deck he heard the officers endeavoring to calm the fears of passengers; the officers were trying at the time to extinguish the fire, Mr. Otis climbed to the hurricane deck, and when it was within about six feet of the water jumped overboard, he and Mr. Proe of Providence cluing to two chairs until picked up, his watch was exactly 11:30 by New-York time, when he first aroused, and 11:45 when he was picked up.

A later dispatch from the scene of the wreck gives the ollowing additional survivors;
Sanborn, E. D., Boston.
Theobald, J. H., New-York.
Wolfe, C. J., Boston.

Wolfe, C. J., Boaton. A Mrs. Randsil was lost, but her thirteen-months-old child was saved. Mrs. Frederick Stetson's two infant children were burned to death.

INTERESTING EXPERIENCES.

STORIES OF PERIL AND MARVELLOUS ESCAPES-SCENES OF CONFUSION, FRANTIC FEAR, AND DISORDER. [BY TELEGRAPH TO THE TRIBUNE.]

Providence. R. I., June 12.-Some interesting counts have been obtained from survivors of the Narragansett disaster. According to the story of

saved, and as the passenger-list was lost, there is no way of learning who were drowned.

Just as the last raft left the Narragansett the fire burst forth on her hurricane deck. In twenty minutes after the collision she sunk. Cruising was minutes after the collision she sunk. Cruising was continued for some time afterward, but none were night. We were running at a pretty fair p speed at the time, as was also the Stonington struck us amidships, on the starboard at raked us clear to the wheel. The force of the lision caused the Narragansett to list hear port, and in less than five minutes she went as far as the main deck and grounded. Sh after that I saw a sheet of flame shoot up out at engine-room, and in a few minutes the entire

was on fire. "The moment I saw what had happened I ru for the hurricane deck and tried to cast los raft which had been placed there, but was us cessful in so doing. I then slid down a post to the but was again unsuccessful. By this time the fre had gained such rapid headway that I hardly knew what to do, and for a few seconds it seemed as if 'all was up' with me. I then saw a life. raft floating in the water a short way fr steamer, and, as it was my last chance, I pe overboard and began paddling for it. When a distance from the raft I became pretty well arbausted, and had it not been for a line which had been left towing behind I would most assuredly have been drowned. The moment I caught hold of that I began pulling myself hand over hand toward the raft, and finally, with great difficulty, succeeded in reaching it. At that time there were five ladies is reaching it. At that time there were five ladies and one child on the raft." Mr. Henry wisely remained in the water holding himself up by a man rope. Alongside of him was a woman who wanted was safer where she was, and she remained there until she was finally rescued by one of the boats

sent out by the Sronington to pick up passengers. The steamer Massachusetts, of the Provide Line, was also on the scene and rendered efficient service in saving the victims of the disaster.

Mr. Renry gives much credit to the officers of the Stonington and Massachuserts for their efforts, and adds a word of testimony in favor of the Narragansetts passengers, who were, he says, remarkably cool under the trying circumstances. He dwells with evident feeling on the terror of the night, and says that although he was shipwrecked once before, the experiences of the past night are more terrible than anything he had ever thought possible When Mr. Henry reached the life-raft it was about When Mr. Henry reached the life-raft it was about 11:40 o'clock, as his watch stopped then. He was in the water fully an hour and a half, at the end of which time the raft had been lightened of a part of its load by boats from the rescuing steamer, and he got out of the water. He was taken off the raft shortly after 2 o'clock, and went on board the Stonington. While he was on the ratt one of the women was lost. Of the others, four and a child were saved. were saved.
HOW THIRTEEN PEOPLE WERE SAVED.

J. H. Wilcox, adjusting agent of the New-York Life Insurance Company and a present resid of Chicago, who was on the Narragans gives to a reporter of The Providence Journal the following story of his remarkable cocape, and the incidents which be observed : He had retired to his stateroom, No. 95, which about amidships, and was awakened by the crash of glass, and immediately became aware by the wren or run upon. Mr. Wilcox has had the misfortune to lose a leg, and instantly feared he should be pennedi in his stateroom by fastening of the door if he did not quickly get out, so without dressing, without his crutch and making only one futile grab for his pocket-book containg \$500, which he

left under his pillow, he made his way out into the aisle with his coat and trousers in his hands. By this time the boat had taken fire from the blazing gas, and there was a scene of the utmost terror and confusion. A woman flung herself upon him screaming, "Save me and my child!" course Mr. Wilcox could do nothing in his helpless condition. He managed to dress himself and strug-gle on deck where there was a scene of equally mad confusion, disorder and frantic fear. A dense fog prevailed, so that nothing could be seen on water, and only the whistle and bell of the Stone ington gave token of her presence. Not far of was standing. He threw himself over the side and fortunately struck safely within the boat. Other

neath her weight. Some one cut loose or untied the rope, and the boat was pushed off from the burning steamer to avoid being swamped by the passengers who were swimming in the water, supported by life-preservers or pieces of furniture, and filling the air with cries for help. The boat was pulled out, and

followed, including a woman, who buried him be

with cries for help. The boat was pulled out, and within a short time the Narragansett sank, leaving total darkness on the water.

The boat remained out for what Mr. Wilcox judged to be about three hours, when, feeling the approach of the coming storm of wind and rain, he urged his companions to pull in the direction of the sound of the steamer, which was still blowing hea whistle, as the only hope to escape being overest. They did so, and arrived safely on board the Stonington. The boat's load, including Mr. Wilcox, numbered thirteen, none of whose names he learned but three of whom, he thinks, were of the crew of the Narragansett.

the Narragansett. A WILD RUSH FOR LIPE. Albert H. Munford, of the firm of Cornells & Munford, produce dealers, was a passenger on board the Stonington. He says that he was lying on the lounge in the captain's room. He heard the three whistles of the approaching steamer, which sounded as if they were right over his head, and in an instant the collision occurred. Immediate preparations were made for the rescue of passengers, and the Stonington was moved toward the burning steamer, which blazed up so rapidly and flercely that the passengers were compelled to leap from even the hurricane deck into the water. People were seen in every direction clinging to seats and life-preservers, which, in this case, did most effec-

tual service. Mr. Manford says that the best of discipline pre vailed on board the Stonington, and everybody took a hand in manuing the life-boats and life-rafts. About forty minutes after the collision the Narragansett sank, and everything was in total darkness with the exception of the lights on the Stonington, the fog being of great density.

The work of picking up survivors continued until daylight, over three hundred being taken on board. Some of the survivors were greatly exhausted from long exposure in the water, and a man and a woman died after being taken on board, in spite of every

effort to revive them.

The steamer City of New-York, of the Norwich Line, came up and assisted in resculing the passengers, a considerable number of whom were taken to gers, a considerable number of whom were taken to New-York.

It is estimated that the loss of life will not exceed

fifty.

On arriving at Stonington the people of the town abowed the greatest generosity and kindness. Great numbers of the passengers were rescued with aply their night clothes, but they were abundantly supplied. The weak were taken into houses and every comfort and convenience supplied them.

HOW THE PEOPLE WERE SAVED. ACCOUNT GIVEN BY THE CAPTAIN OF THE CITY OF NEW-YORK-ALL BELIEVED TO HAVE BEEN RESCUED WHO WERE IN THE WATER.

Captain H. C. Lamphear, of the City of Now. York, said he had been a scafaring man for forty-three years, most of which time was spent on the Sound. He had never met with an accident but, he added with a sigh, "there is no telling

The most persistent inquiries concerning the number thus saved fail to draw forth specific information. The officers of the Narragansett say that about 200 persons were put aboard the New-York, and 50 aboard the Stonington. They did not take the names of the Stonington. They did not take the names of the stonington are about 200 persons were put aboard the Stonington. They did not take the names of the Stonington. They did not take the names of the stonington are a seat many lives followed the sea," said the captain, "but less followed the sea," said the captain, "but less followed the sea," said the captain, "but less inght's experience eclipsed anything I have ever seen." The tears rose in his eyes [as he uttered the sea," and he seemed to be very much sheeted. "My stateroom," said he to-day, "was about amidships on the saloon deck. It was very foggy on the drowning. It was a little before 12 o'clock when "I have witnessed many sad sights since I ha